

RTIP ID# <i>(required)</i> LALS09					
TCWG Consideration Date September 24, 2013					
Project Description <i>(clearly describe project)</i> The I-5 northbound off-ramp to Newhall Ranch Road (SR-126) improvement project is located within the limits of the City of Santa Clarita in Los Angeles County. The scope of the project consists of widening the off-ramp by 18 feet and lengthening the existing right-turn lane by approximately 250 feet to create more storage.					
Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection channelization; reconfigure existing interchange					
County Los Angeles		Narrative Location/Route & Postmiles Northbound I-5 off ramp to Newhall Ranch Road (SR-126), LA-5-PM R55.473 Caltrans Projects – EA# 4T670			
Lead Agency: Caltrans					
Contact Person Andrew Yoon		Phone# 213-897-6117	Fax# 213-897-1634	Email Andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: Oct, 2013					
NEPA Assignment – Project Type <i>(check appropriate box)</i>					
Exempt		X Section 326 –Categorical Exemption		Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	Dec/2011	Dec/2011	Aug/2013	Feb/2014	
End	Oct/2013	Dec/2013	Sept/2013	Dec/2014	
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> Traffic exiting from the northbound I-5 to Newhall Ranch Road (SR-126) experiences congestion due to long queues. This is mainly because of the existing short storage capacity for the right-turn movement at the intersection with SR-126. The proposed project will increase the storage length and enhance traffic operations at the intersection.					
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The area in the vicinity of the project consists primarily of commercial and agricultural use. There is a vacant area to the north and northeast of the project intersection.					

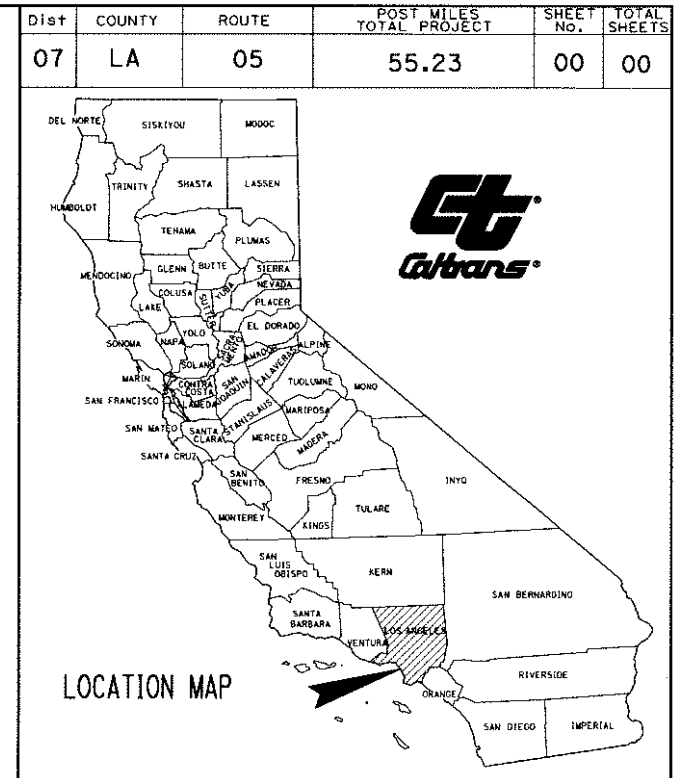
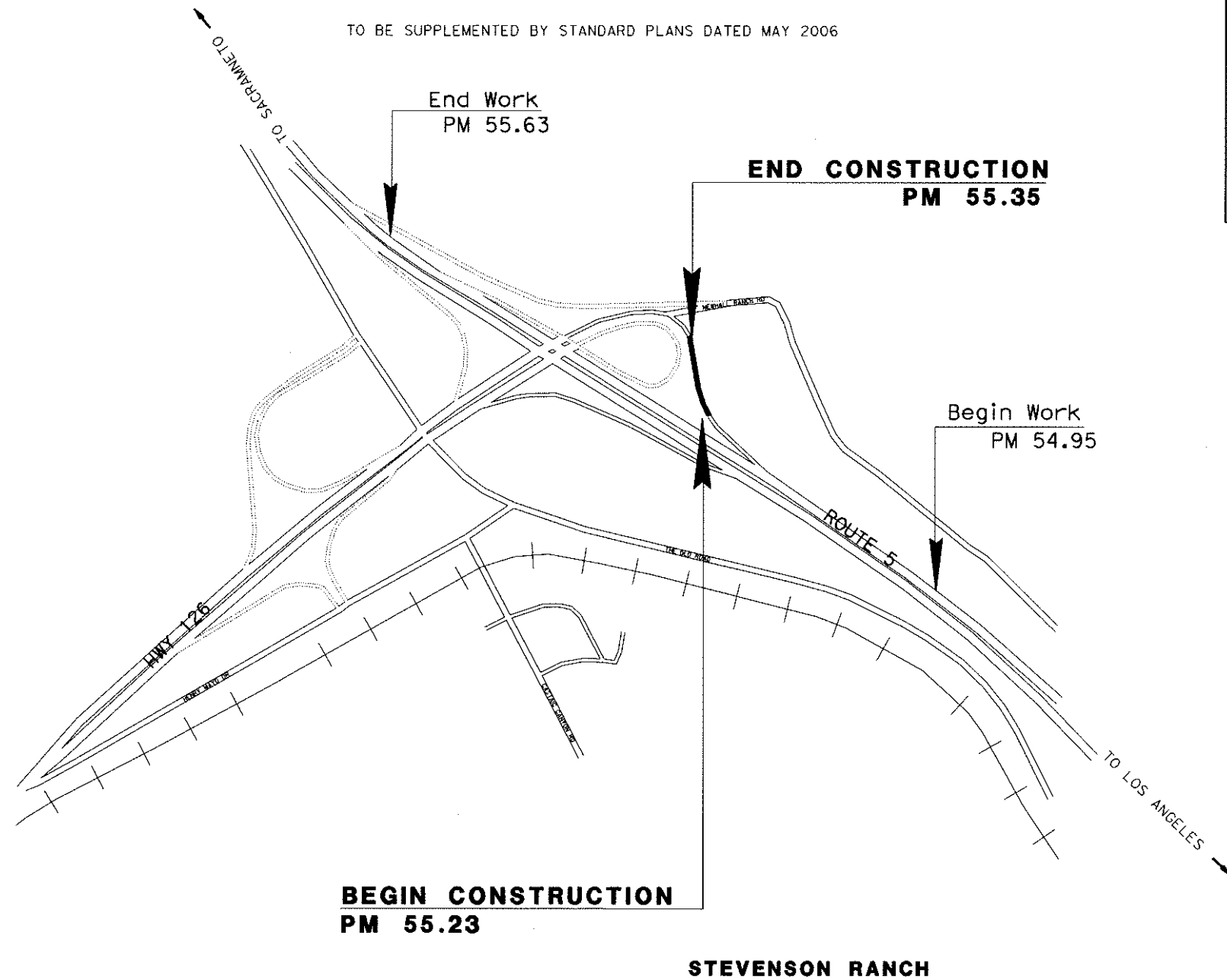
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>I-5 Northbound off-ramp data for opening year 2014: AADT: 13,000; AM Peak Hour: 1,950; PM Peak Hour: 1,310; Truck: 4%; Truck AADT: 520 Please note that there are no changes anticipated in volumes or vehicle mix between the Build and No-Build Alternatives.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>I-5 Northbound off-ramp data for horizon year 2035: AADT: 15,770; AM Peak Hour: 2,530; PM Peak Hour: 1,700; Truck: 4%; Truck AADT: 631 Please note that there are no changes anticipated in volumes or vehicle mix between the Build and No-Build Alternatives.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Eastbound Newhall Ranch Road data for opening year 2014: AADT: 13,100; AM Peak Hour: 1,444; PM Peak Hour: 1,970; Truck: 4%; Truck AADT: 524 Westbound Newhall Ranch Road data for opening year 2014: AADT: 8,700; AM Peak Hour: 1,300; PM Peak Hour: 1,011; Truck: 4%; Truck AADT: 348 Please note that there are no changes anticipated in volumes or vehicle mix between the Build and No-Build Alternatives.</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Eastbound Newhall Ranch Road data for horizon year 2035: AADT: 17,000; AM Peak Hour: 1,880; PM Peak Hour: 2,560; Truck: 4%; Truck AADT: 680 Westbound Newhall Ranch Road data for horizon year 2035: AADT: 11,300; AM Peak Hour: 1,700; PM Peak Hour: 1,312; Truck: 4%; Truck AADT: 452 Please note that there are no changes anticipated in volumes or vehicle mix between the Build and No-Build Alternatives.</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>Since the project proposes to add additional storage capacity for the right turn movement at the terminus of the I-5 northbound off-ramp, no traffic redistribution is expected. The additional storage is anticipated to result in decrease in queuing at the off-ramp; and help alleviate congestion currently experienced by motorists exiting from the mainline.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>The AADT and truck AADT exiting the off-ramp for horizon year 2035 are only 15,770 and 631, respectively; and they are less than the volumes considered to be significant. The proposed project should therefore not be considered of air quality concern for PM_{2.5} and PM₁₀.</p>

INDEX OF PLANS

SHEET NO.	DESCRIPTION
1	TITLE AND LOCATION
2	TYPICAL CROSS SECTION

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN LOS ANGELES COUNTY NB ROUTE 5 OFF-RAMP TO ROUTE 126 FROM PM 55.23 TO PM 55.35

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



PROJECT MANAGER	ERIC WANG
DESIGN ENGINEER	GRISH B. GILGARIAN

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	07-4T6704
PROJECT ID	0710000347